

6 ROUNDWOOD AVENUE TRAVEL PLAN

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1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1 6 Roundwood Avenue, located in Stockley Park, is a high quality office building with 2,953sqm GIA of office floorspace. Stockley Park is a business estate covering 150 acres with 33 businesses, offering 165,000sqm of B1 office space.
- 1.1.2 This Travel Plan (TP) has been prepared by Velocity Transport Planning on behalf of Reckitt for the Approved Development at 6 Roundwood Avenue, Stockley Park (the 'Site').
- 1.1.3 The TP has been prepared to discharge the following condition related to the planning application reference 37403/APP/2018/4475:
- 14: Within three months of the first occupation of the building, and within three months of any subsequent new occupier locating within the building, a detailed occupier-specific travel plan, which is in accordance with the wider Stockley Park Travel Plan, shall be submitted to and approved in writing by the Local Planning Authority"*
- 1.1.4 Since July 2017, Velocity Transport Planning and easit have worked in partnership providing travel plan co-ordination support to the Stockley Park Estates Company Limited (SPECL). Velocity prepared the most recent Stockley Park site wide travel plan in 2022.

1.2 SITE LOCATION

- 1.2.1 The 6 Roundwood Avenue is located within Stockley Park, which sits between Hayes and West Drayton within the London Borough of Hillingdon (LBH), in west London. 6 Roundwood Avenue is located near the centre of Stockley Park.
- 1.2.2 Stockley Park is situated inside of the M25 to the west of London; it is located approximately 2.5 kilometres (km) north of the M4 Junction 4 and approximately 4km north of London Heathrow Airport.
- 1.2.3 The site, shown in **Figure 1-1**, is bound by Roundwood Avenue and Furzeground Way.



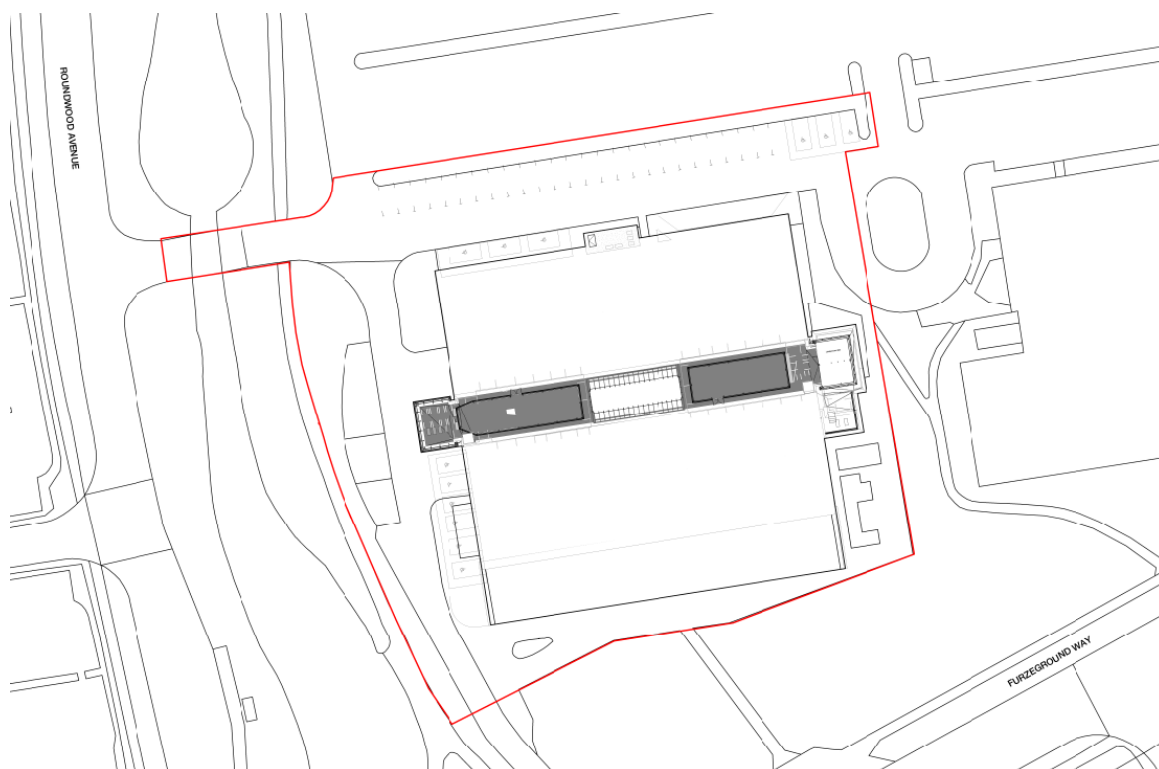
Figure 1-1: Site location and local context



1.3 APPROVED DEVELOPMENT

- 1.3.1 The Approved Development will provide 2,953sqm GIA of office floorspace.
- 1.3.2 The approved Site plan is shown in **Figure 1-2**.

Figure 1-2 Approved Site Plan



1.3.3 The reuse and adaption of the existing building offer a sustainable and contextually appropriate approach to development. This project focuses on implementing minimal yet high impact changes to ensure the design is both functional and sympathetic to its surroundings. Key alterations to the existing building include:

- ⦿ External lobby – to provide direct access to the piazza and indoor seating area
- ⦿ Rear goods entrance and delivery bay – dedicated entrance at the rear to streamline goods handling
- ⦿ Bin storage alterations
- ⦿ Improvements to existing parking arrangements, with disabled parking closer to main staff entry

1.4 SITE OPERATION

- 1.4.1 Reckitt are the intended occupiers of the Site, for use as an office. Typical working hours for the Site will be 9am-5pm on weekdays.
- 1.4.2 The car park is retained, providing 171 car parking spaces, including 12 blue badge bays and 10 electric vehicle charging bays. In addition, a total of 28 cycle parking spaces are provided.
- 1.4.3 This TP sets out the context of the site from a transport perspective and the measures which will be implemented to maximise opportunities for future occupants to access the site by non-car modes, thereby minimising the impact of the proposed development on the local transport network.

1.5 OVERVIEW

- 1.5.1 Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as *"a long term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."*
- 1.5.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.
- 1.5.3 This Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.5.4 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the specific end occupiers.
- 1.5.5 This Travel Plan has been produced in accordance with current Department for Transport (DfT) and TfL Travel Plan guidance.

1.6 DOCUMENT STRUCTURE

- 1.6.1 The remainder of this TP is structured as follows:
- ⦿ Section 2 - reviews relevant transport planning policy;
 - ⦿ Section 3 – provides details of the baseline conditions and site accessibility;
 - ⦿ Section 4 – summarises the baseline travel data provided by the 2023 Stockley Park Travel Survey;
 - ⦿ Section 5 – summarises the Travel Plan strategy;
 - ⦿ Section 6 – provides a description of the objectives and targets of the Travel Plan;
 - ⦿ Section 7 – describes the monitoring and review process of the Travel Plan; and
 - ⦿ Section 8 – summarises the Travel Plan action plan



2 PLANNING POLICY

- 2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the Approved Development are addressed.
- 2.1.2 This relevant transport policy to this application includes the following:
- ⦿ National Planning Policy Framework (NPPF);
 - ⦿ DfT Good Practice Guidance (2009);
 - ⦿ London Plan (2021);
 - ⦿ Mayors Transport Strategy (2018);
 - ⦿ TfL Transport Planning Guidance (2013); and
 - ⦿ LBH Local Plan Part 2 (2020).

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 2.2.1 The National Planning Policy Framework (NPPF) was revised December 2024 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 10).
- 2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 2.2.3 Chapter 9 sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.2.4 Paragraph 115 states that when considering development proposals, it should be ensured that:
- a) *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*



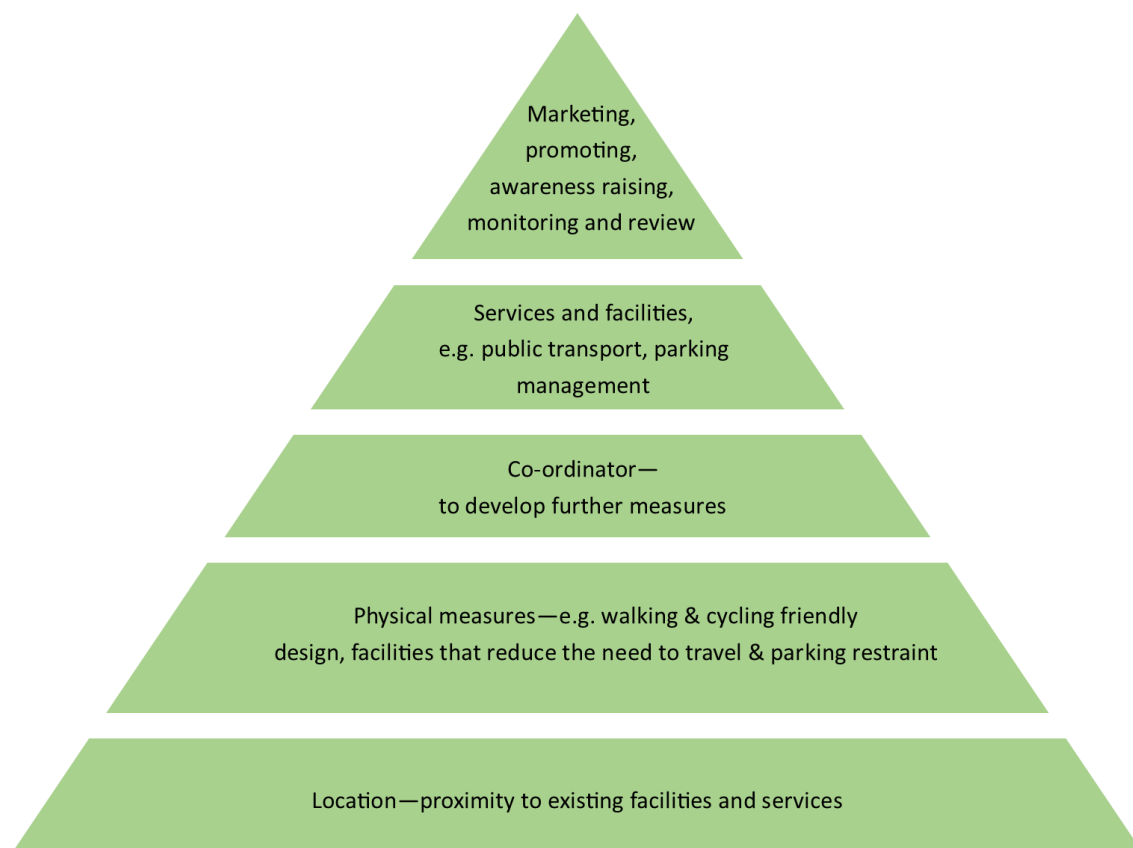
- 2.2.5 Paragraph 116 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 2.2.6 Paragraph 117 states that applications for developments should:
- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3 DFT TRAVEL PLANNING GOOD PRACTICE GUIDELINES (2009)

- 2.3.1 The DfT developed 'good practice' guidance in 2009 to assist all stakeholders in securing an effective policy framework, determine when a TP is required and outline how it should be prepared within the context of an integrated planning and transport process. They also set out how TPs should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.
- 2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure and help to reduce CO₂ emissions.
- 2.3.3 TPs are important for major new developments in order to:
- ⊙ Support increased choice of travel modes;
 - ⊙ Promote and achieve access by sustainable modes;
 - ⊙ Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - ⊙ Promote a partnership between the authority and the developer in creating and shaping 'place'.
- 2.3.4 The document also recognises that it can be helpful to view a TP for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1**.



Figure 2-1: Travel Plan Pyramid



- 2.3.5 The TP Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

2.4 LONDON PLAN (2021)

- 2.4.1 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.
- 2.4.2 Policy T4 Part B states that TPs, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.
- 2.4.3 The London Plan sets out that the use of TPs may help reduce negative impacts and bring about positive outcomes.
- 2.4.4 In addition, the London Plan provides maximum car parking and minimum cycle parking standards which developments are required to adhere to.

2.5 TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

- 2.5.1 In November 2013, TfL published new guidance on the requirements for TPs for new developments in London.
- 2.5.2 A Framework TP should include:
- ⦿ A commitment to individual TP development by occupiers of the site, where they relate to elements of the proposed development that exceed the thresholds;
 - ⦿ Once occupiers are confirmed, they will need to submit a full TP, as appropriate for their occupation. This requirement should be included within the terms of the lease or before ownership is transferred if the site is sold;
 - ⦿ Baseline travel patterns;
 - ⦿ Measures to be delivered site-wide as well as the responsibility for the delivery and funding of these;
 - ⦿ Future actions for TP development and refinement; and
 - ⦿ Preliminary targets based on associated transport assessment predictions with appropriate timescales.

2.6 MAYOR'S TRANSPORT STRATEGY (2018)

- 2.6.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.
- 2.6.2 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.6.3 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people



The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

This section of the MTS highlights the projected growth of London's population, over the coming decades and sets out the need for the city's growth to be shaped by the Good Growth principles. Promoting high density, mixed use and well-connected developments that enable the city to grow sustainably and positively.

2.7 LONDON BOROUGH OF HILLINGDON LOCAL PLAN PART 2 DEVELOPMENT MANAGEMENT POLICUES (ADOPTED VERSION JANUARY 2020)

- 2.7.1 The Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.
- 2.7.2 Paragraph 2.16 Stockley Park: *Stockley Park has a reputation as being one of Europe's premier business parks. The site will retain its importance as a key outer London office location over the period of the Plan. Opportunities to expand employment opportunities and to include a hotel to add to the Park's offer are noted in the Local Plan Part 1. As it is an out of town location, any further growth will need to deliver sustainable transport provision and provide an appropriate level of car parking.*
- 2.7.3 Policy DMT 1 Managing Transport Impacts summarises the requirements of development proposals so that they are deemed acceptable in transport terms. **Figure 2-2** shows an extract of the Hillingdon Local Plan Part 2 showing Policy DMT 1.



Figure 2-2 Policy DMT 1

Policy DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.



3 BASELINE CONDITIONS & SITE ACCESSIBILITY

3.1 INTRODUCTION

- 3.1.1 6 Roundwood Avenue is located centrally within Stockley Park. The Stockley Park Estate generates a significant level of total trips by both staff and visitors. Stockley Park is strategically located just off the A408 Stockley Road, which is connected to the Strategic Road Network via the nearby M4 and M25. Just south of Stockley Park is Heathrow Airport, providing international connectivity.
- 3.1.2 The 2023 Stockley Park staff travel survey, undertaken by Velocity, provides information on the current mode share of the Stockley Park estate.
- 3.1.3 This chapter provides an assessment of infrastructure and service provision available for travel to 6 Roundwood Avenue

3.2 SITE DESCRIPTION

- 3.2.1 6 Roundwood Avenue is located centrally in Stockley Park, as shown in **Figure 3-1**. In addition to the businesses situated within the site, the park accommodates a number of retail units, a golf course (to the north), a Nuffield Health Fitness and Wellbeing Gym and a recently built hotel. **Figure 3-1**, also shows the site within its immediate context, illustrating the existing vehicular, rail, waterway, bus and pedestrian access routes, through and around the Stockley Park site.

Figure 3-1: Stockley Park



3.3 EXISTING ACCESS

- 3.3.1 As shown in **Figure 3-2** there is one main access into Stockley Park, which is via the Stockley Park Roundabout onto Bennetsfield Road. Bennetsfield Road, shown in the below figure, provides access and egress for vehicles, cyclists and pedestrians into the site.

Figure 3-2: Vehicular access



- 3.3.2 Within Stockley Park, Bennetsfield Road provides a route into the Stockley Park Golf Course and to a second on-site roundabout with Longwalk Road and Bennetsfield Road (east) which provides access into Stockley Park. Longwalk Road provides access to Roundwood Avenue, with the Site located at the southern end of Roundwood Avenue.
- 3.3.3 There is a second vehicular access to the east of the Stockley Park site from the A437 Dawley Road via Bolingbroke Way; only buses have permitted access in/out of the site via this road. There is a bus gate and no-entry signs are provided at the southern end of The Square to prevent general traffic travelling northbound via Bolingbroke Way.
- 3.3.4 The bus-only access route (in plan) and the most southern access (in street view) is shown below in Figure 3-3.

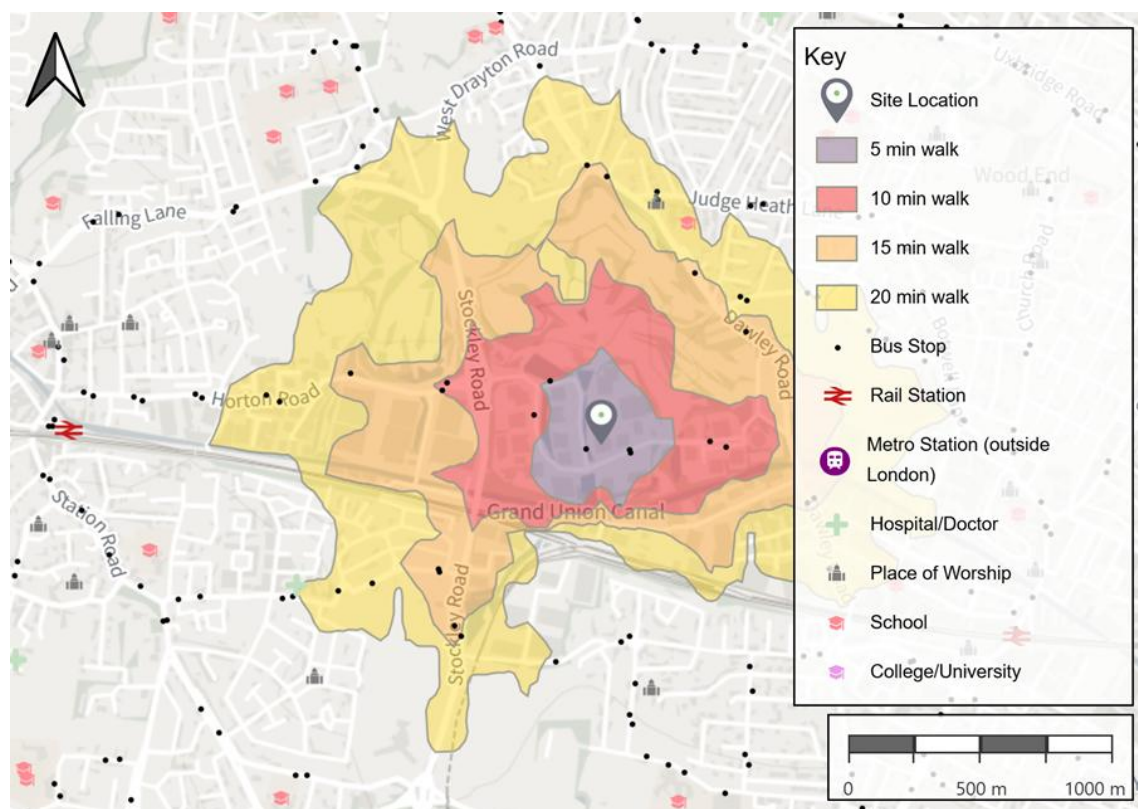
Figure 3-3: Rear vehicular access from the A437 (leading to Bolingbroke Way)



3.4 PEDESTRIAN/ CYCLE ACCESS

- 3.4.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode of travel to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.4.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 3.4.3 Drayton Garden Village, Yiewsley, Hayes and Hayes Town have a number of local amenities, retailers and restaurants, as shown in **Figure 3-4**, which can be accessed within and just over 2km of the site.

Figure 3-4: Local amenities and facilities



- 3.4.4 As such, there are opportunities for members of staff to use modes other than the private car, such as walking, cycling or bus for both commuting, lunchtime and business-related trips.
- 3.4.5 The Site is well connected to the external path network with access points along Furzeground Way and Roundwood Avenue.
- 3.4.6 All local roads within the vicinity of the site have footways on both sides of the carriageway. The local area is provided with well-maintained footways, street lighting and pedestrian crossings with dropped kerbs and tactile paving in the majority of locations.

- 3.4.7 The A408 Stockley Road and the A437 Dawley Road provides pedestrian footways on both sides of the road (for the most part) and street lighting is provided along the length of both roads.
- 3.4.8 To the south of Stockley Park, there is a towpath, extending along the northern side of the Grand Union Canal. The towpath can be accessed via steps/ or a ramped footpath from the A408 Stockley Road, the A437 Dawley Road and there is a pedestrian route connecting Stockley Park to the canal from Furzeground Way, accessed via a 10-minute walk on average from various points within the Stockley Park site.
- 3.4.9 On-site, Stockley Park has an established network of footways, which range from 1.8m to 2m in width. The majority of routes including Longwalk Road, Furzeground Way and The Square which provide footways on one side of the road (i.e. to the north). Street lighting and wayfinding signage is provided on-site and is located at regular intervals.
- 3.4.10 All pedestrian crossing facilities within the Stockley Park site are uncontrolled, all of which are provided with dropped kerbs and tactile paving. Raised tables are provided at the majority of crossings, serving dual purpose as a speed calming measure but also level access across the road and enabling ease of access for mobility impaired pedestrians, as shown in **Figure 3-5**.

Figure 3-5: Stockley Park's uncontrolled pedestrian crossings



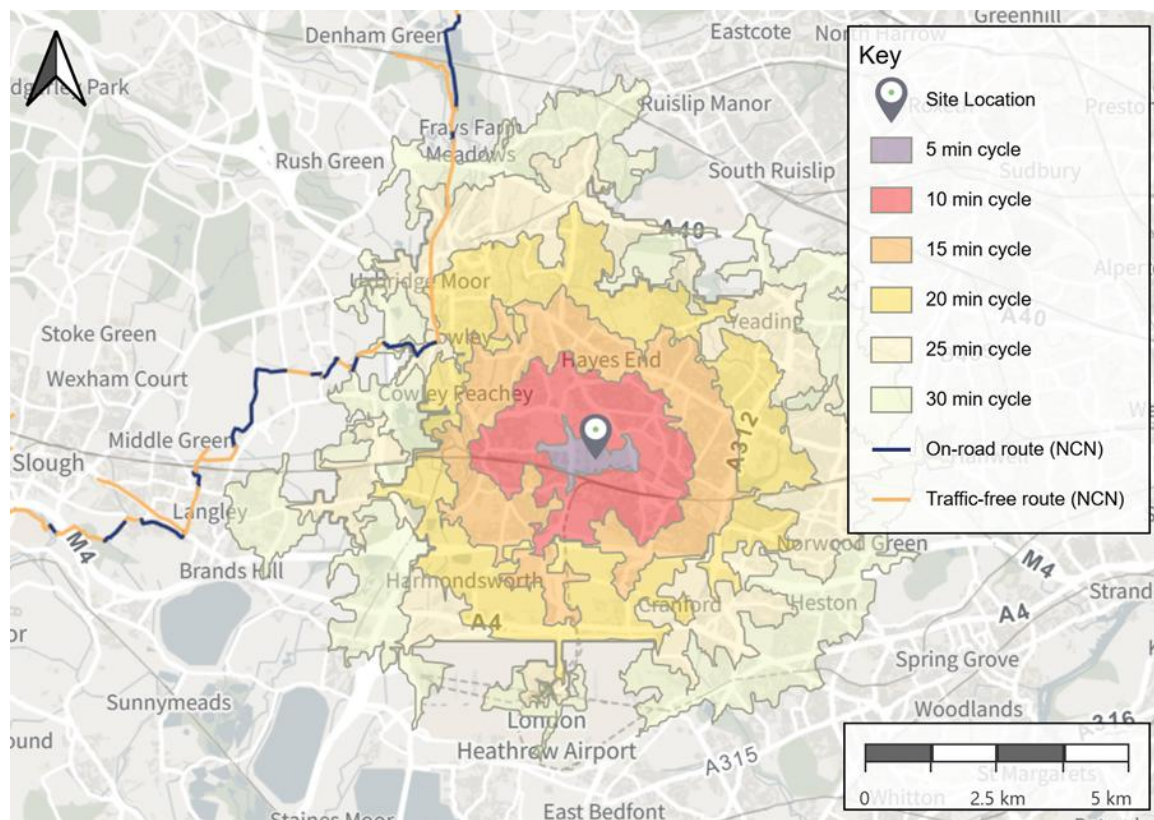
- 3.4.11 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length, however, many more confident cyclists will cycle longer distances. The majority of businesses are located in buildings which are equipped with basic internal cycle storage, showers and lockers.
- 3.4.12 Generally speaking, as the site only attracts destination-only traffic and through-site bus services, traffic flows are expected to be lower than that of the surrounding street network and is, therefore, a more desirable environment for cyclists.

3.4.13 The main access for cyclists is via the Stockley Park Roundabout which is provided with advisory cycle lanes which merge with traffic upon exiting the roundabout. In addition to the main access off the Stockley Park Roundabout, cyclists approaching the site from the east can use the rear access road from Bolingbroke Way.

3.4.14 **isochrones for cycle journey times to nearby settlements.**

3.4.15 shows the local cycling routes, and isochrones for cycle journey times to nearby settlements.

Figure 3-6 Local Cycling Routes



3.5 PARKING

3.5.1 The Stockley Park Estate provides over 6,500 vehicle parking spaces (excluding the Arena). The Site has an allocation of 171 spaces. Figure 3-7 shows the location of the on-site car park plot in the wider context of Stockley Park.



Figure 3-7: Stockley Park on-site car parks (excluding the Arena)



3.5.2 Stockley Park operates a strict no on-street parking policy within the site and car parking within the Stockley Park estate is generally managed by the site's management team. The result is that there are no issues of on-street parking within the main estate roads, minimising congestion and protecting key visibility splays at junctions and crossing points.

3.5.3 The Site's car park also features 12 disabled parking bays and 10 electric vehicle charging bays.

3.6 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.6.1 Public Transport Accessibility Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12 minute walk (960m) of the site and bus stops within an eight minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

3.6.2 TfL's online WebCAT tool shows the site AI is 5.77 indicating a PTAL of 2. The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). The WebCAT PTAL output is summarised in **Figure 3-8** and **Table 3-1**.

Figure 3-8: Stockley Park PTAL map

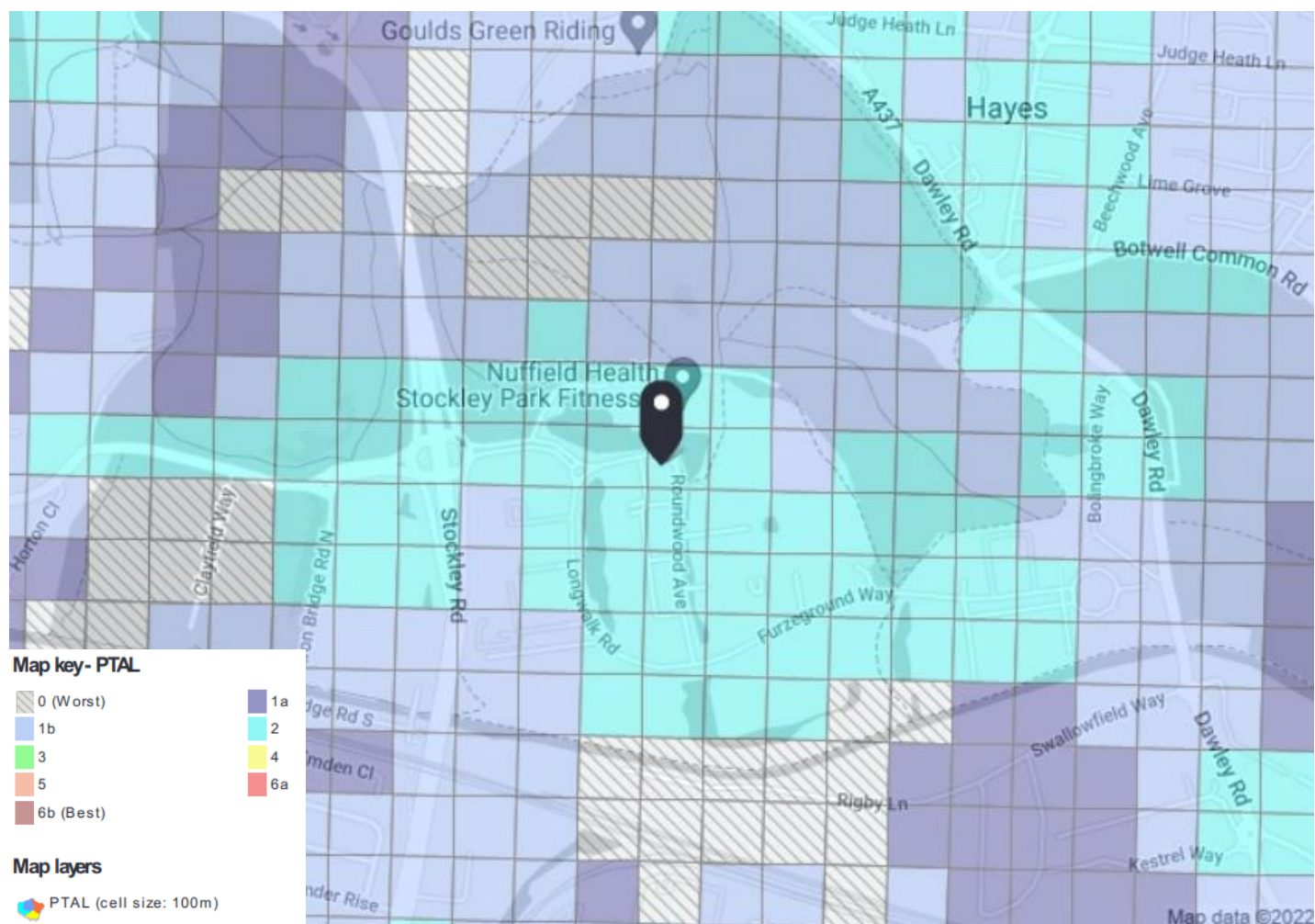


Table 3-1: Summary of Stockley Park Public Transport Accessibility Level

SERVICE	PTAL ACCESS INDEX	SERVICES	KEY STOPS / STATIONS (WALK TIME)
Bus	1.49	U5	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Bus	2.98	350	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Bus	1.3	A10	▪ Stockley Park Furzeground Way (Less than 2 minutes)
Total	5.77 (PTAL 2)		

- 3.6.3 PTAL level is in fact artificially low as it excludes the benefit to tenants of the easitSTOCKLEY PLUS shuttle bus service which provides an excellent standard of bus service with high frequency between Hayes and Harlington Station and Stockley Park.

3.7 BUS ACCESS

- 3.7.1 Stockley Park is served by three TfL bus services that provide connections to Hayes & Harlington and West Drayton Stations, Uxbridge underground station and Heathrow airport. On-site there are nine bus stops situated in various locations.

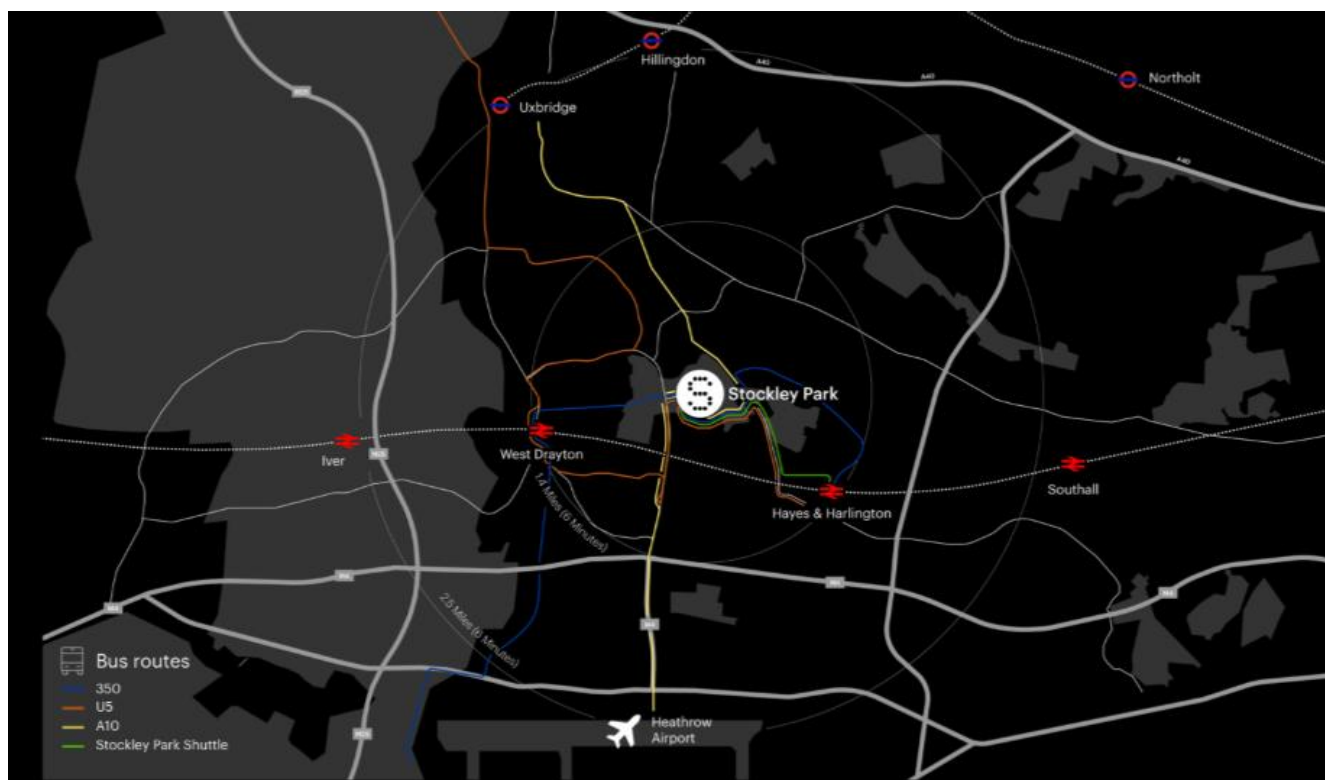


- 3.7.2 In September 2019, a shuttle service was launched (now called easitSTOCKLEY PLUS) as a demand responsive shuttle bus operating between Hayes and Harlington and Stockley Park. Staff within Stockley Park that hold an easitCARD can alight the bus for free and can access an app that allows staff to track where the buses are along the route.
- 3.7.3 The service runs on a 20-minute frequency between Hayes and Harlington Station and Stockley Park 06:45 to 10:05 and 16:00 to 19:00, Monday - Friday. For ease, staff are NOT required to book a seat on the shuttle service and can simply turn up and show their valid easitCARD.
- 3.7.4 **Table 3-2** provides details of the frequency of all TfL public transport routes and the easitSTOCKLEY PLUS service and **Figure 3-9** highlights the local routes.

Table 3-2: Frequency of Buses Serving Stockley Park

SERVICE NO.	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)
350	Hayes & Harlington Station – Furzeground Way – West Drayton Station – Heathrow Terminal 5	3
U5	Uxbridge Station – Hillingdon Hospital - West Drayton Station – Hayes & Harlington Station	4 - 6
A10	Uxbridge Station – Furzeground Way – Heathrow Central Bus Station	4
Stockley Park Shuttle	Hayes and Harlington Station and Stockley Park Estate	3 (every 20 minutes)

Figure 3-9: Bus Routes Serving Stockley Park



Source: www.stockleypark.co.uk/travel/



3.8 LONDON UNDERGROUND

- 3.8.1 Heathrow Terminals 2&3 Underground Station is located circa 6km south of the site and can be accessed via a 20-minute cycle or a 35-minute bus journey on the A10 bus route. Heathrow Terminal 5 Station can be reached by bus route 350 with a journey time of 35 minutes.
- 3.8.2 Heathrow Terminals 2&3 Underground Station is served by the Piccadilly Line on the Heathrow Terminals branch and provides direct services into Central London. The station is located in Travel Zone 6. **Figure 3-10** shows the nearest station to the site (Heathrow Terminals 2&3 and 5 stations) within the Piccadilly Line.

Figure 3-10: Heathrow Terminals Underground Station on the Piccadilly Line



- 3.8.3 Heathrow Terminals 2&3 Station provides access to six train services per hour during peak periods in each direction. Similarly, during the day there are typically six train services per hour.
- 3.8.4 The Heathrow Express can also be accessed from Heathrow Terminals, which provides express train services with a frequency of one train every 15 minutes to/from Paddington Station with a journey time of 15 – 20 minutes.

3.9 RAIL NETWORK

- 3.9.1 The nearest rail station to the site is Hayes & Harlington which is located 2.3 km from the site. This is a short 28 mins walk from the site.
- 3.9.2 The rail station is operated by National Rail and provides Elizabeth Line services.
- 3.9.3 The closest rail stations to the site are shown in **Figure 3-11**, and are listed in **Table 3-3** along with their distance and travel time by walking, cycling and car from the site.



Figure 3-11: Closest Rail Stations to the Site

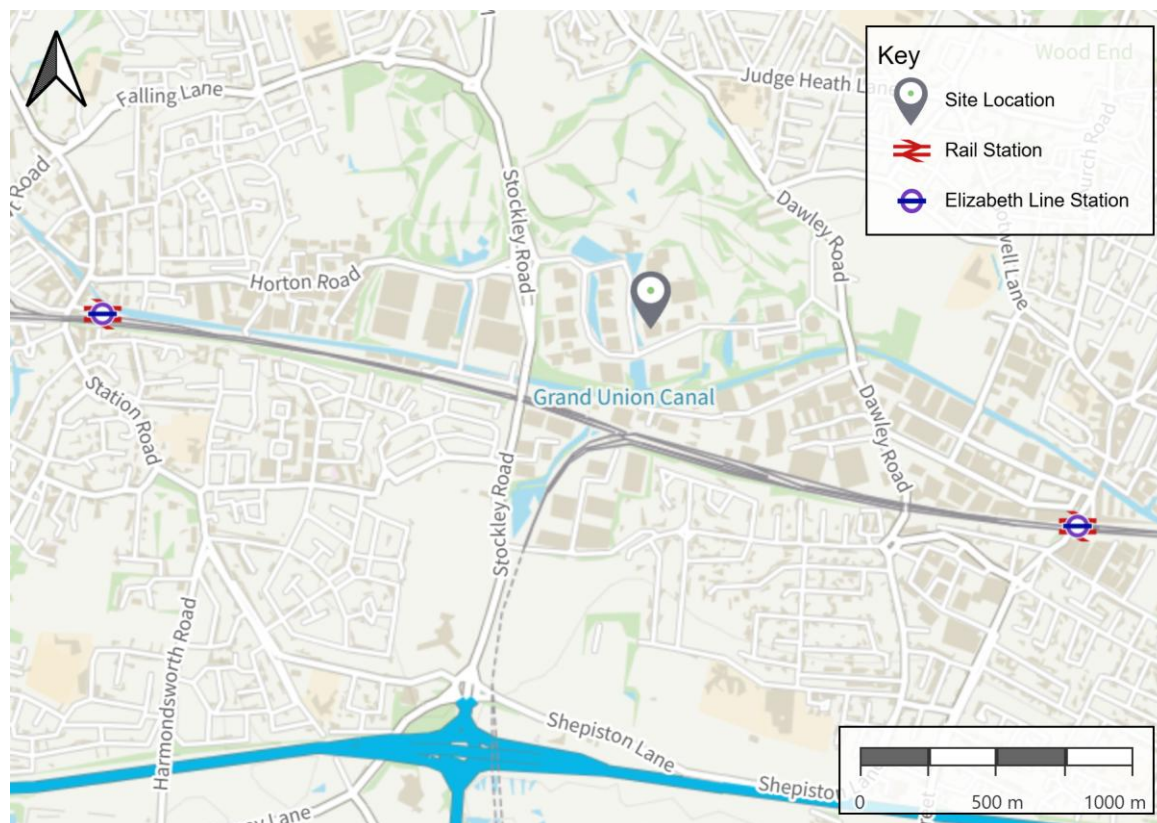


Table 3-3: Distance and Travel Times to Nearest Rail Stations

STATION	DISTANCE	TRAVEL TIME BY WALKING	TRAVEL TIME BY CYCLING	TRAVEL TIME BY DRIVING
Hayes & Harlington	2.3 km	28 mins	9 mins	5 mins
West Drayton	2.6 km	31 mins	9 mins	4 mins

3.9.4

Both stations provide rail access to a range of destinations across London and further afield. The Elizabeth Line connects to Heathrow Terminal 4 and Reading in the west, and to Abbey Wood and Shenfield in the east. Elizabeth services during peak hours run every 5 minutes.



4 BASELINE DATA

4.1 CONTEXT

- 4.1.1 Understanding the baseline travel conditions of a site is integral to the successful development of a Travel Plan. Travel characteristics and travel trends, such as demand by mode of transport; journey origin and destination points; perceptions of travel; and where focussed improvements could be developed, can be used to inform the development of targets and measures within a Travel Plan.
- 4.1.2 While the future occupier of the site is known, the availability of the existing Stockley Park Estate mode share data has been used to assess future mode share at the site. Travel data has been collected across the Stockley Park Estate since the 2014 Staff Travel Surveys, administered online.
- 4.1.3 This chapter summarises the results of the 2023 Stockley Park Estate travel survey.

4.2 2023 STAFF TRAVEL SURVEY

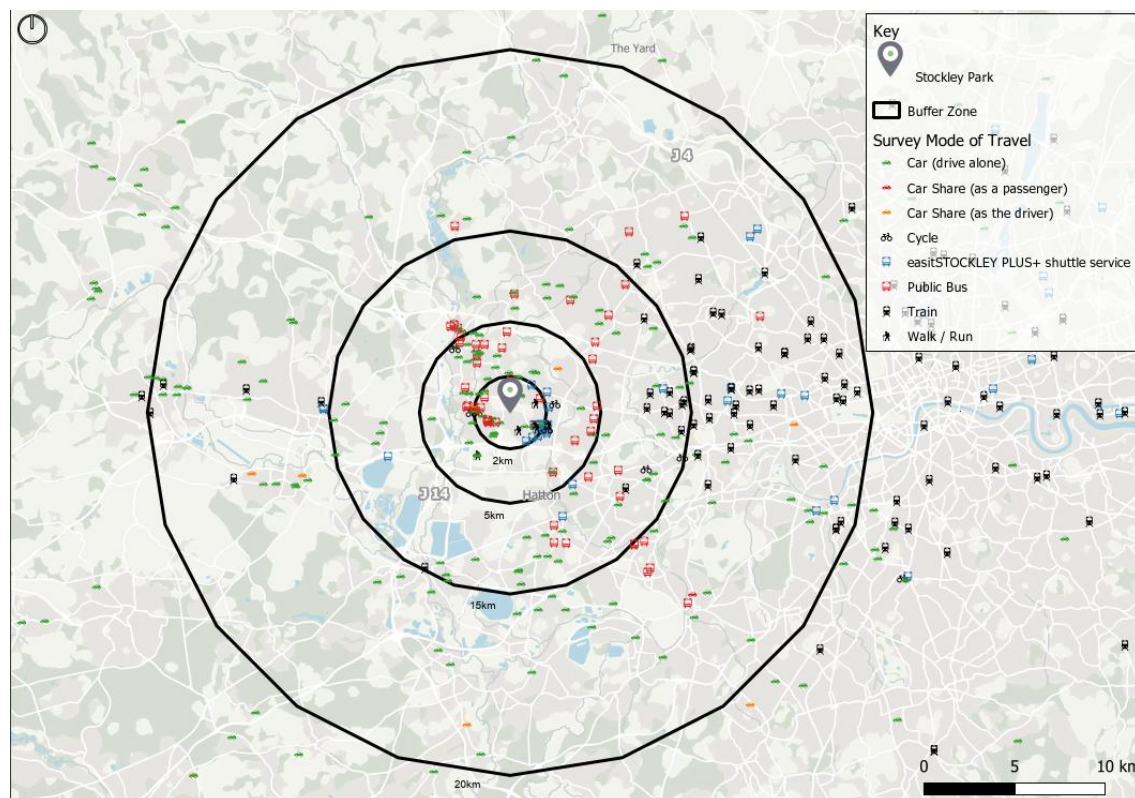
- 4.2.1 The 2023 Staff Travel survey collected employee information including home postcode, method of travel to work and opinion towards sustainable transport provision

POSTCODE ANALYSIS

- 4.2.2 Respondents were asked to provide their home postcode to analyse the distance travelled to/from the estates. Almost all respondents declared their postcode for analysis, with many declaring their full postcode. Where only the first half (postcode area and district only) was provided, this was still plotted using the central point for that district (e.g. KT11).
- 4.2.3 **Figure 4-1** combines the postcode locations of employees with their main mode of travel to Stockley Park. It should be noted that this data includes journeys where several modes were used, but only shows the main mode of the journey.
- 4.2.4 Those who travelled by train are generally clustered around main railway lines, particularly those who live in Ealing / Acton areas in West London. Those who use bus are more distributed around the map; however, are generally limited to a shorter commuting distance compared to those who drive to work. It is noteworthy that many of those who commute from Uxbridge also continue to commute by car despite the availability of public transport.

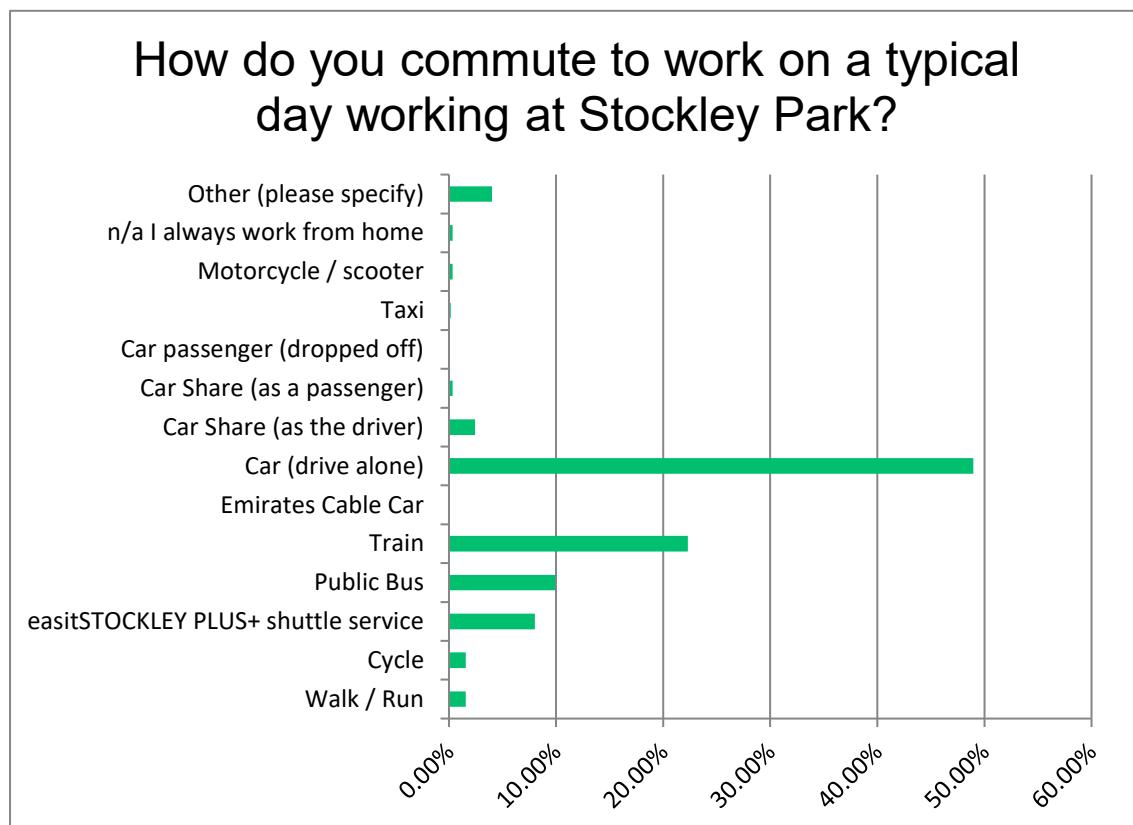


Figure 4-1 Postcode Locations Combined with Mode of Transport Used (local level)



- 4.2.5 **Figure 4-2** shows the main mode of transport used by respondents to travel into Stockley Park. As expected, travel by car (drive alone) is the most popular mode of transport, with 49% (281 people) choosing to travel by this mode. When comparing to the 2022 Stockley Park travel survey, this is a reduction in people driving alone of over 25% (75.6% to 48.9%).
- 4.2.6 Over 40% of respondents have indicated that they travel by public transport for the main part of their journey to work, with 22% getting the train, 10% getting a public bus, and 8% using the easitSTOCKLEY PLUS+ shuttle service. In comparison to 2022, both train use and bus use have doubled. In terms of active travel, just over 3% of respondents (18) cycle or walk to work. This is a slight decrease compared to the 2022 travel survey.
- 4.2.7 A small percentage of respondents stated that they car share, with 2.5% car sharing as a driver, and just under 0.5% car sharing as a passenger. This is likely due to those respondents who travel as a car share passenger not completing the survey, or the car share drivers giving lifts to people who work at places other than Stockley Park.

Figure 4-2 Mode of Transport Used



SUSTAINABLE TRANSPORT MEASURES

4.2.8

Staff were also asked whether there are any additional measures to help enable them to travel sustainably and to make their journeys safer. This was an open-ended question and common themes centred around:

- ⊙ increased availability/frequency/locations of the shuttle service (81 responses);
- ⊙ bus stops closer to offices (6 responses);
- ⊙ improved journey time reliability for public transport (21 responses);
- ⊙ e-bike and bike promotion, dedicated safe cycle paths, rental bikes, covered bike parking and benefits for cycling (20 responses);
- ⊙ travel discounts (11 responses), more awareness of travel plan initiatives (2 responses) and travel alerts (4 responses);
- ⊙ more electric vehicle charging points (11 responses) and good EV schemes (8 responses);
- ⊙ car share schemes and more opportunities for lift sharing (7 responses);

5 TRAVEL PLAN STRATEGY

5.1 INTRODUCTION

5.1.1 A Travel Plan's strategy identifies the process for its development and implementation. This is essential to ensure that it:

- Develops the necessary resources to implement the plan;
- Engages relevant stakeholders; and
- Consults and educates all those who visit on travel options for getting to and from the Site.

5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 To ensure the TP is adopted, a Travel Plan Coordinator (TPC) will be appointed to coordinate and oversee the delivery of the TP measures.

5.2.2 As the TPC has not yet been appointed, contact details for the TPC will be submitted to LBH Travel Plan officers on appointment.

5.2.3 The TPC role will involve:

- Giving a 'human face' to the TP, explaining it's purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to staff and customers;
- On-site coordination of data collection;
- Helping establish and promoting the individual measures;
- Co-ordination with the site wide SPECL Stockley Park Travel Plan team;
- Providing on-site support as required; and
- Implementing any additional measures

5.2.4 The TPC will sit within the existing travel planning management structure in place at Stockley Park. As such Site-wide issues discovered by the TPC will be escalated to the Stockley Park Travel Plan Steering Group.

5.3 MARKETING

5.3.1 It is recognised that a marketing and communication strategy is key to the success of the TP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the TP. The strategy will also help to disseminate travel information regarding the facilities provided.

5.3.2 Staff and customers will be made aware of the TP, including its purpose and objectives, along with specific measures.

5.4 FUNDING

5.4.1 Funding for the implementation of the TP is to be funded by Reckitt as the occupier of the unit. The costs will relate to the implementation of measures outlined within this TP and for any surveys and monitoring.



5.5 TRAVEL PLAN VISION

- 5.5.1 The Travel Plan looks to continue to promote sustainable transport options to employees at 6 Roundwood Avenue, unlock further options to access the site by non-car modes and help reduce the reliance on single occupancy vehicle travel and the associated pressure on the highway.
- 5.5.2 This process also supports active and healthy lifestyles, and provides benefits for individual tenants, the environment and local community from reduced vehicular traffic.



6 OBJECTIVES AND TARGETS

6.1 INTRODUCTION

- 6.1.1 A TP should focus on encouraging sustainable travel and may take the form of an 'Action Plan' or a simple list of measures that are to be promoted by the developer or occupier of the site.
- 6.1.2 The TP considers staff and visitors of the proposed development.

6.2 OBJECTIVES

- 6.2.1 The objectives of the TP are as follows:
- ⦿ Establish sustainable travel principles;
 - ⦿ To raise staff awareness of sustainable modes of travel available at the development;
 - ⦿ To raise staff awareness of the health and fitness benefits of walking and cycling for short journeys;
 - ⦿ To facilitate and encourage travel by sustainable modes; and
 - ⦿ Increase the attractiveness and uptake of cycling.
- 6.2.2 These objectives are considered alongside the objectives of the Stockley Park site-wide travel plan.

6.3 TRAVEL PLAN TARGETS

SETTING SMART TARGETS

- 6.3.1 It is widely recognised that targets for Travel Plans are most effective if they are 'SMART', in that they are: Specific; Measurable; Achievable; Realistic and Time-bound.
- 6.3.2 As such, two types of targets have been identified:
- 'Action' type targets are physical actions that can be achieved by a set date; and
 - 'Aim' type targets are those which relate to outcomes achieved through implementation of measures. They are set on the basis of the results of the travel survey.
- 6.3.3 The action and aim type targets for this Travel Plan are set out in turn below.

6.4 'ACTION' TYPE TARGETS

- 6.4.1 The following action targets are set:
- ⦿ Raise awareness of sustainable travel opportunities and in particular:
 - The available active travel facilities
 - Inform employees of the health, economic and time saving benefits of walking and cycling;
 - The public transport services that are available surrounding the site;
 - The range of local facilities and amenities which are within walking distance; and the surrounding cyclist facilities.



6.4.2 These action targets are set within the context of the site-wide Stockley Park travel plan targets that have been implemented:

- ④ Appointment of a site-wide Travel Plan co-ordination team (easitSTOCKLEY PARK & Velocity Transport Planning - appointed since 2017);
- ④ Engagement with tenants via a dedicated travel forum to promote the health and environmental benefits of sustainable travel including walking and cycling to and from work as part of a healthy lifestyle (undertaken via the quarterly Stockley Park tenant forum), and
- ④ Set up a dedicated Travel Webpage to be used for promotion to existing and incoming staff, and used during the process of recruitment ([Location & Travel - Stockley Park](#));

6.5 'AIM' TYPE TARGETS

6.5.1 The main aim type target is to achieve a shift in travel mode towards sustainable means of transport. **Table 6-1** below sets out the mode share targets as part of a 5 Year Plan, taking the 2023 Stockley Park travel survey as the baseline, for the planned occupancy of the Site in January 2026

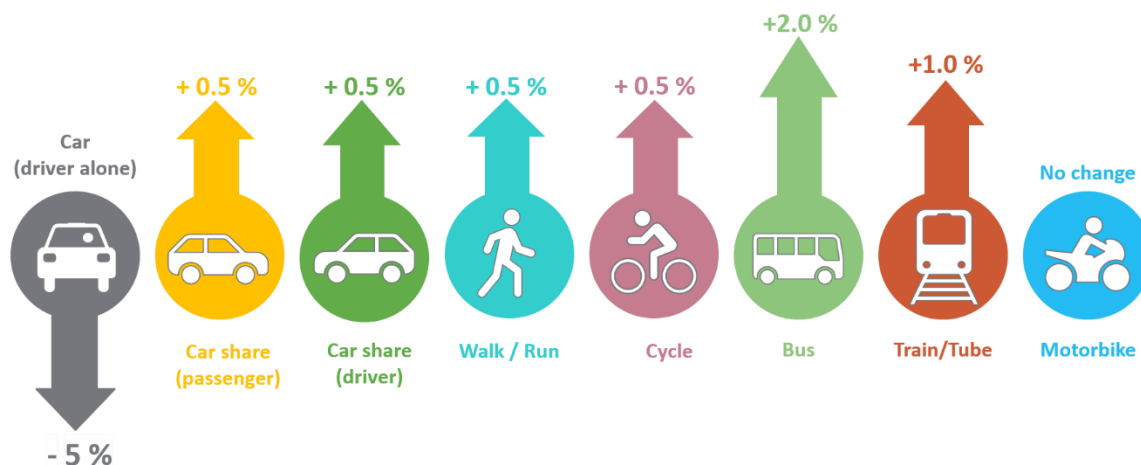
Table 6-1: Mode Share Targets

MODE	MODE SHARE %			
	2023 travel survey	Year 3 Target	Year 5 Target	Net change
Car driver	48.9%	46.9%	44.9%	-5.0%
Car share (driver)	2.44%	2.69%	2.94%	+0.5%
Car share (passenger)	0.35%	0.60%	0.85%	+0.5%
Taxi	0.17%	0.17%	0.17%	\
Motorcycle / Scooter	0.35%	0.35%	0.35%	\
Train	22.3%	22.7%	23.3%	+1%
easitSTOCKLEYPLUS+ shuttle service	8.01%	8.01%	8.01%	\
Bus	9.93%	10.93%	11.93%	+2%
Walk / Run	1.57%	1.82%	2.07%	+0.5%
Cycle	1.57%	2.32%	3.07%	+1.5%

6.5.2 It is proposed to seek a 2.5% reduction in single occupancy vehicle trips by year 3, taking this to a 5% reduction by Year 5. The proposed targets shown in **Table 6-1** are also illustrated in **Figure 6-1** below.



Figure 6-1: Proposed Mode Share Targets



6.6 HARD MEASURES

- 6.6.1 Physical aspects of the design of the Site will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to occupation and would be funded by the developer.

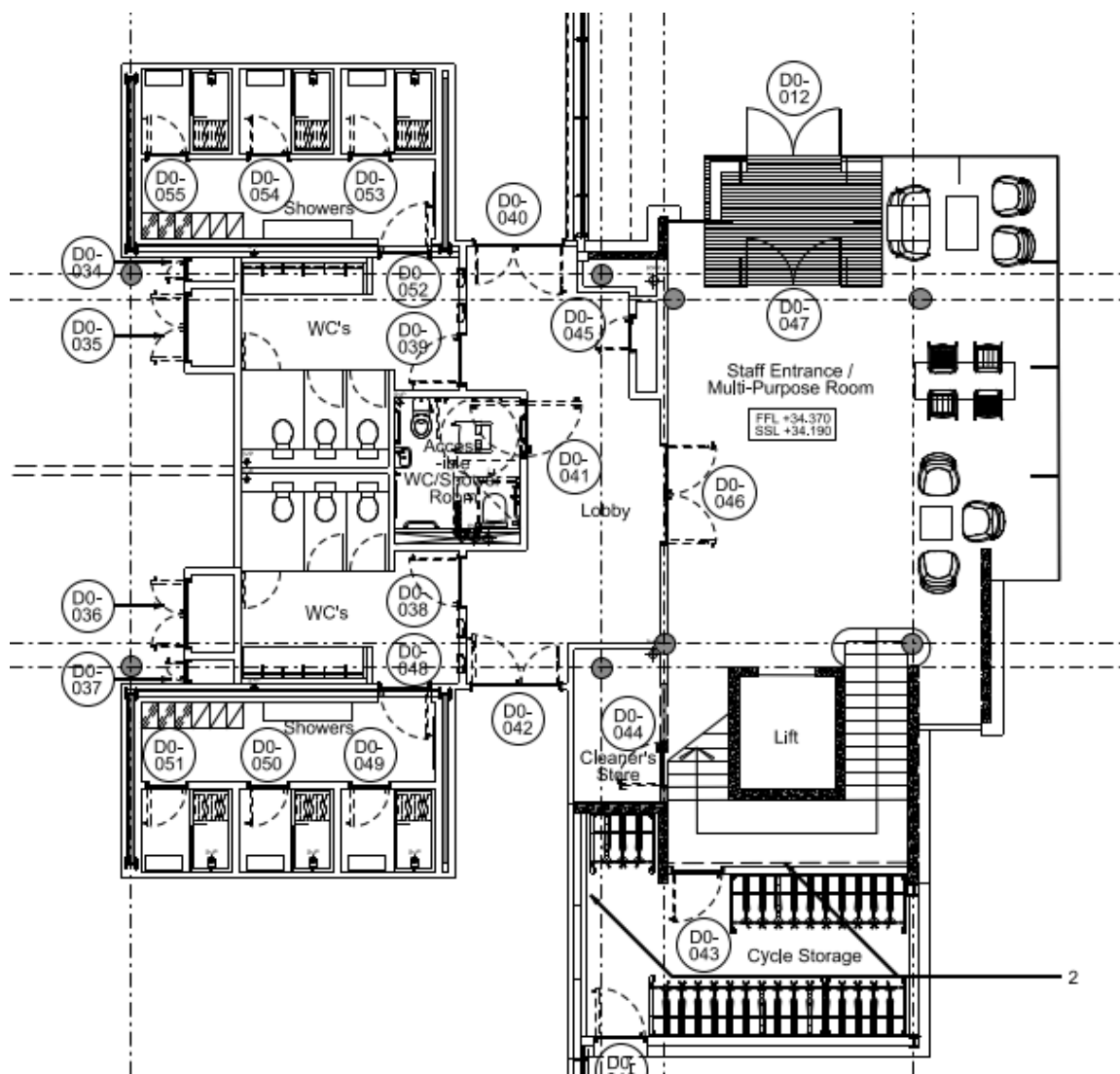
SITE LAYOUT AND PERMEABILITY

- 6.6.2 The site layout will encourage the uptake of active modes by ensuring ease of access.
- 6.6.3 Pedestrians routing to the Site will be able to access the Site from both Roundwood Avenue and Furzeground Way.

CYCLE FACILITIES

- 6.6.4 Sheltered, safe and secure space for 28 bikes will be provided, alongside lockers and six showers, providing first class end of trip facilities. This is shown in **Figure 6-2** below.

Figure 6-2 End of Trip Facilities



- 6.6.5 To ensure staff and visitors are aware of the cycle parking, the facilities will be well sign posted and included within onboarding information provided to new staff and customers.
- 6.6.6 Further initiatives have been introduced by the estate wide Stockley Park travel Plan, including Dr Bike sessions and the provision of pool bikes available for hire across the Stockley Park Estate.

ELECTRIC VEHICLE CHARGING

- 6.6.7 EV charging facilities will be provided on-site to facilitate the uptake of electric vehicles.
- 6.6.8 It is proposed to provide a total of 10 EV bays from the outset, equivalent to 6% of the total parking spaces.
- 6.6.9 The provision of these facilities will be publicised to customers to ensure they are aware of their availability.

6.7 KEY SERVICES AND FACILITIES

- 6.7.1 A number of key services and facilities to complement the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the proposed key services are set out in turn below.

PERSONALISED JOURNEY PLANNING

- 6.7.2 The TPC will be available to provide personalised travel planning advice to staff. The TPC will be able to identify routes to public transport services. The service will also be available to visitors if requested.
- 6.7.3 The personalised journey planning service will also accommodate the specific journey planning requirements of mobility impaired persons accessing the Site.

CYCLE TO WORK SCHEME

- 6.7.4 The national Cycle to Work Scheme, enabling staff who wish to cycle to work to purchase a bike on a tax-free basis, will be promoted to all staff.

6.8 SOFT MEASURES

- 6.8.1 The location of the Site, its design and proximity to public transport services within the surrounding area, will create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the TP. Details of the communication strategy for the Site are set out below.

TRAVEL PACK

- 6.8.2 Staff will be provided with a Travel Pack upon commencement of employment. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:
- ⊙ **Promotion of local sustainable travel networks**, including:
 - The bus services which are available, including the
 - The rail services which are available; and
 - ⊙ Links to **relevant public transport travel information websites** will be provided.
 - ⊙ **Promotion of local amenities**: The Travel Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
 - ⊙ **Promotion of the cycle parking**: Making staff aware of the cycle parking which is available to them.
 - ⊙ **Promotion of health benefits associated with alternative modes of transport**: The Travel Pack will provide details of the health benefits associated with walking and cycling regularly
 - ⊙ **Details of carbon footprinting**: provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost-saving benefits associated with sustainable travel and reducing car usage.
 - ⊙ **Promotion of key services and facilities**: Full details of the key services and facilities provided by the TP will be included in the Travel Pack, including:



- The availability of the personalised journey planning service;
- The availability of easitStockley Park Shuttle Bus and where to find information about using the service
- Cycle to work schemes; and
- National cycle to work week

6.8.3 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration. The Travel Pack will be available in both hard copy and electronically.

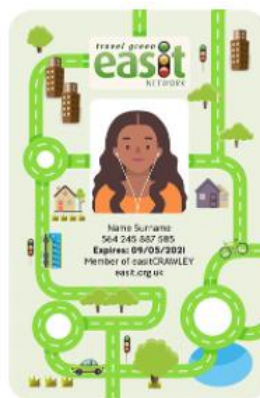
NOTICE BOARDS

6.8.4 Notice boards providing travel information to visitors and staff within the Site will be placed in prominent locations.

6.8.5 Maps of the immediate local area will be displayed on the notice boards identifying locations of cycle parking and public transport service access points. The notice boards will also be used to inform staff of any new travel initiatives or events organised by the TPC and SPECL.

6.9 EASIT STOCKLEY PARK MEASURES

6.9.1 Since 2017 easitSTOCKLEYPARK and Velocity Transport Planning have worked in partnership with SPECL to deliver a number of Travel Plan measures which are summarised below.



easitSTOCKLEY PARK initiatives available to members

- Rail Season Tickets - available to order online
- Free easitSTOCKLEY PLUS+ Shuttle Bus between Hayes & Harlington Station and Stockley Park
- Discount with Halfords on all in-store purchases (terms & conditions apply).
- Sharing your journey to work has never been easier with [easitSHARE](#) and is free for staff to join.



- Loan bikes - including electric and folding
- 25% discount on EcoMove Smart Electric Mopeds
- Discounted electric vehicle charging units
- Savings and FREE driving credit with Enterprise Car Club
- Free Co-Wheels Car Club membership
- Walking routes with Go Jauntly
- Walking and Running Routes
- Cycle Routes <https://www.stockleypark.co.uk/travel/>
- Link to the Stockley Park portal www.stockleyparkstates.co.uk
- Bespoke Company/Business Park Cycle Hire Schemes
- Promotional and Marketing material
- Travel planning/surveys
- Carbon neutral car benefit scheme
- Cycle-to-work scheme
- Rotational staff parking schemes



7 MONITORING AND REVIEW

7.1 INTRODUCTION

- 7.1.1 A programme of monitoring and review will be implemented to evaluate the success of the TP. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the TPC.

7.2 MONITORING

- 7.2.1 It is not expected that significant monitoring will be required at the development, considering the number of staff employed on site and the provision of on-site infrastructure which will encourage and embed sustainable travel patterns.
- 7.2.2 Monitoring the TP will be undertaken through travel surveys to understand the changing nature of travel habits and the effectiveness of measures in working towards meeting the TP's objectives.
- 7.2.3 The TPC will coordinate the baseline travel survey in Year 1 to identify the initial travel mode share and adjust the Travel Plan targets, if necessary, in coordination with the council officers. Surveys will be then repeated in Year 3 and Year 5 to monitor progress against targets.
- 7.2.4 The surveys will comprise the following components:
- ⊙ Consultation with occupiers;
 - ⊙ Questionnaire surveys of employees;
 - ⊙ Pedestrian counts at the pedestrian entrances; and
 - ⊙ Cyclist counts at the cycle access and the use of the cycle parking facilities.
- 7.2.5 The TPC will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:
- ⊙ A summary of the Travel Plan objectives and targets;
 - ⊙ How and when information has been gathered;
 - ⊙ Modal split gathered on the travel survey;
 - ⊙ Progress towards meeting targets; and
 - ⊙ Future proposals for further refinement of the Travel Plan if required.
- 7.2.6 The monitoring report will be submitted to the LBH Travel Plan officers. The TPC will be responsible for coordinating the timing of the survey questionnaires, collating the results and submitting the monitoring report.
- 7.2.7 Once the Year 5 survey is undertaken and reported, the Travel Plan's monitoring requirements will have been completed.



7.3 REVIEW

- 7.3.1 The TPC will report the monitoring survey results within one month of the travel survey being undertaken. If appropriate, the targets and measures will be revised. The travel survey results and revised targets will be included in the subsequent revisions of the TP. If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented by the TPC. The TPC will report back to the LBH Travel Plan officer on a bi-annual basis on how effectively the TP is in achieving its targets.
- 7.3.2 Should there be a change of use on site, or significant change in the operation of the existing use on site, the TPC would update the TP in consultation with officers to ensure the document reflects the operation of the site.
- 7.3.3 The monitoring report will be submitted to the LBH Travel Plan officers. The TPC will be responsible for coordinating the timing of the survey questionnaires, collating the results and submitting the monitoring report. Once the Year 5 survey is undertaken and reported, the Travel Plan's monitoring requirements will continue to be undertaken on an ongoing basis.
- 7.3.4 The Travel Plan will have a full review and will be updated if required on occupation by a new tenant/user.
- 7.3.5 In the case that targets are not met within the initial monitoring period, the TPC will review to assess if additional measures would be impactful, and implement if so. In addition to this review and implementation of additional measures, monitoring will continue for one additional year.



8 ACTION PLAN

8.1.1 The programme for the implementation of the TP measures is set out in **Table 8-1** and sets out tasks, intended implementation dates and responsibilities.

Table 8-1 Action Plan

Action	Target (values)	Funding	Indicator	Responsibility
Prior to Occupation				
Appointment of TPC.	N/A	Developer	Appointment of TPC.	Occupier
Agree Travel Plan Objectives and Targets with council officers.	N/A	Developer	Agreement being reached with council officers.	TPC
Agree Travel Plan Measures and Travel Leaflet with council officers.	N/A	Developer	Agreement being reached with council officers.	TPC
Provision of cycle parking secured through planning.	Policy compliant cycle parking.	Developer	Completion of cycle parking available for employee use.	Developer
Provision of active mode facilities.	As per consented plans.	Developer	Completion of facilities available for employee use.	Developer
Upon occupation and throughout duration of Travel Plan				
Install and update employee notice board.	N/A	Facilities Management	Notice boards installed.	Occupier / TPC
Year 1 Survey (one year after first occupation)				
Undertake initial travel surveys.	N/A	Facilities Management	Receipt of survey results.	TPC
Agree target values for mode split with council officers.	Target subject to negotiations with council officers.	Facilities Management	Receipt of written agreement of targets.	TPC
Years 3 and 5 Surveys				
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results council officers.	N/A	Facilities Management	Receipt of survey results	TPC

